



SHIPPING NEWS

AMERICAN-HAWAIIAN BOATS PREDICTED WILL CARRY WIRELESS

Wireless apparatus is to be installed in at least three steamers operated by the American-Hawaiian line in the Pacific, and now comes word that the work will not stop until vessels in the Pacific trade are likewise fitted with wireless communication.

At the time the freighter visited San Francisco and Seattle it is said that negotiations had reached a stage whereby the Marconi Wireless Company had been designated as the concern to receive a contract for the installation of wireless apparatus on three new freight and passenger carriers. This is the first time this com-

pany has attempted to experiment with the modern apparatus which has demonstrated for years its real service in times of disaster. It is understood that in case the wireless experiment proves satisfactory the American-Hawaiian will install wireless in both the Atlantic and Pacific fleets. The wireless has proved so valuable to the shipping interests of the Pacific coast that many of the ship owners now declare that it would be almost impossible for them to operate their ships to any advantage without it. In the case of the big oil concerns, most of their ship business is transacted over the wireless.

Desperate Battle With Fire at Sea.
SEATTLE, January 21.—It developed today that the West line British steamship Poleric, Captain Dye, when in mid-Pacific on her voyage from the Orient to this port had a fire in her bunkers with the crew battled desperately for nearly four days before the flames were extinguished. The vessel carried a highly inflammable cargo, principally sulphur and tea. The fire was discovered January 12 during a height of a severe storm. The vessel pitched so that the men handling the cargo had to be lashed to their posts. By Tuesday the flames had burned the starboard cabins and eaten into the main bunkers. The men had then been fighting for 51 hours, but they doggedly fought on to prevent the 32,000 bags of sulphur on board from catching fire. Flames from the burning coal pouring in their faces became overpowering, and as a precaution Captain Dye had the vessel's head turned away from the tempest the Poleric was backing in order to allow the huge volumes of smoke to be flung to windward. In turning from the wind the Poleric came near being wrecked and twice was on her beams. Nevertheless, the sleepless struggle was still waged by the 64 men until Wednesday night when the fire was at last under control. For the rest of the voyage to Seattle the vessel was so hot that the officers and men could scarcely remain in their quarters.

Newport May Be Repaired.
It is probable that the Pacific Mail company will spend a large sum shortly in putting the steamer Newport into sea-going condition. The Newport was sunk at Panama and raised after a lengthy submersion. Although the hull was rusty and stained, made it way to this port under its own steam, it arrived here in a most respectable condition. Before the accident the Newport was the best vessel of the Pacific Mail fleet. It is understood that a decision has been reached to restore the ship to its original condition. The Newport was placed on the Hunters Point dry dock yesterday for a survey. Spot welds are being prepared for a complete overhauling of the vessel and extensive repairs, and when an estimate has been made of the probable cost of the work bids will be invited.—Call.

Unprofitable Whaling.
SYDNEY, N. S. W., Jan. 13.—The Norwegian whaler Campbell returned to Sydney yesterday after exploiting the New Zealand coast and the islands to the south of the Dominion. The vessel called at Cattle Cove, and there met the factory ship Polynesia, and obtained coal supplies for the trip to Sydney. The Polynesia has now been withdrawn from the whaling venture, and will proceed to Port Pile to load ore for Antwerp.

Japanese Line to Increase Fleet.
A Nagasaki dispatch says the Nippon Yusen Kaisha has placed an order with the Mitsui Bishi Shipbuilding Yard for the construction of a steamer of 10,400 tons. An order for a similar steamer has been placed with the Kawasaki Shipbuilding Yard in Kobe. The message adds that the Mitsui Bishi Shipbuilding Yard is already engaged in building a steamer of 10,400 tons to the order of the Nippon Yusen Kaisha.

Ice Blocks Northern Port.
A Vladivostok dispatch of January 13th says that owing to the severe cold, many steamers going in or out of the harbor have had their propellers broken by the ice, or been stopped by the ice. The ships have to be helped by the ice-breakers, and cargoes are being piled up on the wharves. Several steamers have stopped in building a steamer to avoid the inconvenience.

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(JAS. H. LOVE)

STATEMENT FILED BY PLANTERS ON SUGAR TARIFF REVISION

The following is a copy of the statement filed by the Hawaiian Planters with the committee on ways and means at the tariff hearing on the 15th instant:

Washington, D. C., January, 1913.
Committee on Ways and Means,
Washington, D. C.

Gentlemen: On behalf of the Hawaiian Sugar Planters' Association, comprising practically all the plantations in Hawaii, I desire to submit the following statement relative to the present tariff on raw sugar and the effect upon Hawaii of any material reduction therein. I also beg leave to file, for the information of the committee, a more general brief on the subject of the sugar tariff based wholly upon extensive hearings held in 1911 and 1912 by the special investigating committee of the house of representatives, usually referred to as the Hardwick committee.

Hawaii came to the United States neither by conquest nor purchase. In 1898 the republic voluntarily ceded its sovereignty to the United States and in 1900 was organized as a territory. Hawaii obtained no tariff concession for its sugar by annexation, as its sugar had been admitted free by treaty since 1876, in exchange for the right to use Pearl Harbor as a naval base.

Prior to annexation Hawaii had an abundance of cheap labor from China and Japan. Following annexation its supply of oriental labor was cut off, first by the abolition of contract labor and the application of the federal Chinese Exclusion Act and later by the arrangement between the United States and Japan which prohibited Japanese immigration. Since the latter date there has been a steady decrease in the number of Asiatic laborers employed.

For Caucasian Population.
At the same time the permanence of political status assured by annexation and the expressed desire of successive administrations for the development of the Territory along traditional American lines has led to a continuous effort, against adverse conditions, to supplant the decreasing Asiatic laborers with a Caucasian population. Under the law the Hawaiian Sugar Planters' Association is forbidden to assist in this movement, either directly or indirectly. The Territory of Hawaii, however, with funds raised by public taxation, by means of a special income tax, is making every effort to attract and assist European laborers of selected agricultural families. As the same time a splendid public-school system, backed by a law providing compulsory education in English, is making first-class citizens of the second generation of these immigrants. With the opening of the Panama canal it is hoped that this work will be greatly facilitated.

The attitude of the Hawaiian Sugar Planters' Association towards this movement can best be summarized by the following quotation from a recent report made by the bureau of labor under the act of congress requiring that the labor conditions of Hawaii shall be investigated and reported up on every five years:

"Meantime a bona fide effort is being made by the territorial government, backed by the large employing interests, to settle a larger proportion of Caucasian workers and settlers in Hawaii. It is doubtful if any large industry upon the mainland has in the past been willing to disregard the economic demand for cheap labor, in consideration of what are at least partly civic motives in securing more costly labor, to the same extent as have the Hawaiian planters. They are willing without reserve to employ all the Caucasian workers the government can bring to the island, and will wage one-third larger than they pay for nearly as efficient labor brought from Asia." (Department of Commerce and Labor—bulletin of the Bureau of Labor, No. 94, May, 1911, page 763).

Efforts at Americanization.
The effect of these endeavors to Americanize the Hawaiian Islands has been a steady increase in the rate of wages and in the cost of producing sugar. At the time of annexation the minimum wage of unskilled field hands was \$12.50 a month. By 1911 this figure had advanced to \$18 a month for Asiatic field hands and \$24 a month for Caucasian field hands. On January 1, 1912, the present scale was adopted, with a profit-sharing bonus, depending on the price of sugar. The minimum wage is \$20 for Asiatics and \$25 for Caucasians, in addition to which the laborer receives at the end of the year 1 per cent additional for every dollar of the average price of raw sugar over \$70 a short ton (3.5 cents a pound). Thus, a price of 4 cents a pound, or \$50 a short ton, would net each laborer an additional 10 per cent of his wages. The actual distribution for the first year of this system was 13 per cent, or more than six weeks' extra pay.

In addition to the money wage, every laborer receives free house rent, free water and fuel, and free medical attendance. Of special importance, however, is the fact that the laborer is given a house and steady employment the year around. The Hawaiian wage rate cannot fairly be compared with that paid by other agricultural communities during a harvesting season, where the laborer is left to shift for himself the greater part of the year.

The increase in wages is not the only factor in the increased cost of production. European immigration has resulted in higher standards of housing, sanitation, etc., affecting the laborers of all nationalities. Another important factor is the decrease in the number of laborers receiving the minimum rate of wages. With the extension of the system of cultivating cane on contract the proportion of day laborers has diminished and the number classed as unskilled is smaller still. The driver of four mules, for example, gets an advance of \$4 over the minimum rate.

Increased Cost of Production.
A typical illustration of the increase in cost of production was given by a plantation manager who testified before the senate finance committee last year. On his plantation the cost of producing a short ton of sugar from 1893 to 1899 was \$43.11, or 2.15 cents per pound; from 1899 to 1905 it was \$59.85, or 2.99 cents per pound, and from 1905 to 1910 it was \$62.41, or 3.12 cents per pound. The average cost for all the plantations in Hawaii for 1908 was \$61.81 a short ton, or 2.58 cents a pound; for 1909, \$52.87, or 2.4 cents; for 1910, \$56.42, or 2.82 cents; for 1911, \$58.28, or 2.91 cents. It is already apparent that the cost for 1912 under the new scale of wages will reach 3 cents a pound.

In dealing with an average cost like this, however, it must be remembered that a high figure of the entire production is at a higher figure, and that if the average cost is given a bare profit, half the plantations would be forced out of business. The production diminished in proportion.

It is impossible to estimate in advance exactly what reduction in the tariff would enable even half the plantations in Hawaii to survive, because the basic price of sugar, irrespective of the tariff, is itself fluctuating and impossible to forecast. It is certain, however, that any material reduction would at once diminish the production of Hawaii and the extent of the damage would depend upon the extent of the reduction. In order to survive, moreover, Hawaii would be compelled to abandon its efforts to introduce a higher class of labor and return to the days when cheapness was the only consideration. Should the application of a literacy test to our European immigration accompany a material reduction in the tariff on sugar, Hawaii would be left permanently and hopelessly Orientalized.

No Gain to Consumer.
We respectfully submit that the crippling or the destruction of the domestic sugar industry by a material reduction in the duty on raw sugar would not be counter-balanced by any lasting gain to the American consumer. The present tariff on raw sugar is essentially a competitive tariff, in that it has stimulated production from widely different and competing sources. Except for the admission of 300,000 tons of Philippine sugar by the act of 1909, and an immaterial change in the duty on refined sugar, the sugar schedule was put in its present form in December, 1903, when, by giving reciprocity to Cuba, Cuban sugar was accorded a protection of 337 cents per pound against all other foreign sugar. The increase in production from that time to the present has been as follows:

	Long Tons.	1903-4	1912-13
Cuba	1,040,228	2,250,000	
Domestic beet	208,135	625,000	
Hawaii	328,103	500,000	
Louisiana and Texas	215,000	170,000	
Porto Rico	130,000	340,000	
Philippines	84,000	200,000	

Total protected and partly protected sugar, 2,005,466 4,085,000
Total consumption of United States 2,767,162 3,504,182

Under the present tariff, therefore, the production of protected and partly protected sugars has increased until this year, in spite of an unusual shortage of the Louisiana crop, they exceed the total consumption of the United States, and henceforth, if allowed to continue, will permanently Domesticate Sugar Below World Price.

The influence on the price of sugar has been equally marked. Before Cuban reciprocity the average price of raw sugar was nearly and sometimes fully the world's price plus the full duty. In the language of the trade, "the full duty sugars made the price." With the gradual elimination of these sugars and the growth of the competition between the various domestic and Cuban producers, the price has been forced below the parity of the world's price. During the past year (1912), raw sugar sold in New York at 0.945 cents a pound below the cost of Hamburg beet sugar landed duty-paid, in New York, and the average for the year was 0.473 cents, or nearly half a cent a pound below the full duty price. In recent years, in fact, the price of raw sugar has been at this parity only at infrequent intervals, caused by an unexpected shortage of the Cuban or some domestic crop. The Democratic Campaign Book of 1912, states (page 143), that the average increase in the cost of sugar by the reason of the tariff during the last seven years has been 1.13 cents per pound. This is not only less than the full duty of 1.65 cents but below the Cuban duty of 1.34 cents. The consumer no longer pays the full duty.

It is the custom of those attacking the present schedule to teach each of the domestic producers individually and to endeavor to show how each, considered alone, has no economic claim to continued protection. The question takes a far different aspect when their combined production is considered, coupled with the fact that they are competing against each other.

Hawaii Influences Price.
Hawaii, with its production of half a million tons, has an important effect on the price. Over one-third of its crop is refined in San Francisco and is marketed from the Pacific Coast to the Missouri river, in direct competition with the beet sugar of California, Colorado and Utah and with refined sugar from New Orleans. The remainder of the crop is sold to New York and Philadelphia refineries on the Atlantic Coast. Should the forthcoming tariff be such as to permit the domestic sugar industry to continue on a profitable basis, the producers of Hawaii hope ultimately to bring their entire crop into compe-

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Monday, Feb. 10.
SEATTLE — Sailed, Feb. 8, S. S. Hawaiian, for Honolulu.
SAN FRANCISCO — Sailed, Feb. 8, 1:30 p. m., S. S. Nile, for Honolulu.
PORT ALLEN — Sailed, Feb. 7, 4 p. m., S. S. Hyades, for San Francisco.
YOKOHAMA — Sailed, Feb. 8, S. S. Persia, for Honolulu.

Aerograms.
S. S. LURLINE — Arrives from San Francisco Tuesday with 61 cabin and 4 steerage passengers; 189 bags mail; 14 autos, 2289 tons cargo; for Kahului, 309 tons; Port Allen, 72 tons; Kaaanapali, 38 tons.

ARRIVED

Sunday, February 9
Maui, Molokai and Lanai ports—Mikahala, stmr., a. m.
Kauai ports—W. G. Hall, stmr., a. m.
Kauai ports—Kinai, stmr., a. m.
Maui ports—Claudine, stmr., a. m.
Kauai ports—Nocau, stmr., a. m.

PASSENGERS ARRIVED

Per str. Kinai from Kauai ports, February 9.—Thomas Rochfort, Mrs. J. A. Akina, Rev. J. A. Akina, Vincent Akina, S. Nishimura, K. Nishimura, H. Nishimura, Mrs. Nishimura, Arthur Kinney, Carl Kinney, Howard Kinney, J. S. Chandler, F. B. Enos, Jno. Trachero, G. D. McIntyre, Mrs. Freitas, On Tai On, Philip Guerrero, George Ontai, Mrs. W. J. Sheldon and 1 servant, Chun Yuen, A. S. Wilcox, G. N. Wilcox, C. W. Spitz, J. F. C. Hagena, P. M. Woodworth, H. W. Rice, Mrs. J. M. Rice, Mr. Crawford, Dr. J. M. Thompson, A. H. Hanna, Y. Suzuki and 52 deck passengers.

Per str. Mikahala from Maui and Molokai ports, February 9.—Miss Kana, Mrs. Kane, Miss Malukia, W. Hennings, Ben Kolohia, W. M. Vincent, Mrs. Lewis Jr., Mrs. Munro, Mrs. Larrows, Ah On and 16 deck passengers.

CRAWFORD QUILTS DISTRICT COURT

Terminating a continuous service with the District court of Honolulu, covering a period of ten years, Eli J. Crawford, Assistant Clerk and Hawaiian Interpreter, tendered his resignation to Judge James M. Monsarrat of the lower court on last Saturday, the same to take effect without delay. Crawford is understood to leave the police court as clerk and interpreter owing to a material reduction made in his monthly salary, with the inauguration of the Democratic city and county administration.

Abraham St. C. Pilonai, a former official connected with the municipal garbage department, was appointed to take the place of Interpreter Crawford, and he assumed his new duties with that court this morning.

Thieves who must at least be acknowledged original, stole the new roof off a one-room dwelling in Chicago. The owner works at night and in the morning found his furniture exposed to the air.

Owing to the distaste of Quakers for the frequent use of the name "Quaker" for food, clothing and drinks of various kinds, a bill has been introduced in the California legislature making it a misdemeanor to use the name or designation of a religious sect as a commercial trademark—with the single exception of religious magazines.

An Oklahoma farmer whose memory had been impaired since 1907 when he was kicked by a mule, underwent an operation recently and as soon as he recovered consciousness was able to remember where he had buried \$3800 during the financial panic of 1907.

Prince Murat of France is to marry Helena McDonald Stallo, an American girl, grand daughter of Alexander McDonald of the Standard Oil. The wedding will be celebrated in Paris. Miss Stallo was at one time engaged to Nils Florman.

tion in the refined market, either by controlling the refining of their entire output or by the production, at the plantations, of sugar suitable for direct consumption. As an earnest of this hope they have purchased and are holding a site at Baltimore suitable for a refinery, and are also experimenting, on an extensive scale, with methods of direct production of white sugars.

Effect of Present Tariff.
The effect of the present tariff on raw sugar may be summarized as follows:

1. It has stimulated the production of protected and partly protected sugars to a point where the production is in excess of the entire consumption of the United States.
2. It has diversified production among competing producers, checking the tendency toward monopolization of the industry in the hands of the few.
3. It has kept the average price of sugar to the consumer from rising in spite of an almost universal increase in the price of other staple products.
4. It has steadily lowered the wholesale price of sugar in the United States with respect to the world's price of sugar, as quoted at Hamburg.
5. It has furnished the government with a steady, easily collectible revenue in excess of \$50,000,000 a year, the largest revenue on any single item of import.
6. It holds out every expectation of continuing to stipulate production and competition and to lower prices.

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SILENCE MARKS CLEVELAND TRIP

The Hamburg-American excursion steamship Cleveland, with four hundred and eighty round-the-world trippers, is to arrive at quarantine at an early hour Wednesday morning, has yet to be heard from through wire.

Despite several messages of inquiry sent out from the agency of H. Harkfeld and Company, no response has been received. The Cleveland is believed may have met with the same brand of rough weather that appears to have fallen to the lot of the Matson Navigation liner Lurline.

The Cleveland and Lurline are supposed to have sailed from San Francisco on or about the same time. The Cleveland has been assigned a berth at the Waikiki side of Alakea wharf. Preparations have been completed whereby the big excursion steamer will be granted a prompt pratique, with a view of giving the crowd of tourists all possible time in which to see Honolulu and its scenic environs.

The arrest of Prudente was made by Officer Spillner, an employee of Waipahu plantation. The case is one that has brought into play the legal machinery of the recently formed citizens' committee, who it is said will conduct the prosecution of the guilty parties.

FILIPINO ON SERIOUS CHARGE

Prudente, a Filipino plantation laborer, has been placed under arrest by Assistant Chief of Detectives Kellett, for investigation of charges preferred by Carmela Reyes, a little Filipino girl, who is said to allege that she is the victim of an assault committed by this man.

The child is barely seven years old. Both the little one and the mother were brought in from Waipahu this morning and will be asked to make their statement concerning the assault with a view of establishing the guilt or innocence of the man now under detention by the police.

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